

Country Club Road Street Improvements



Construction Community Meeting
June 5, 2013

Project Location



NO WORK AT THE BRIDGE

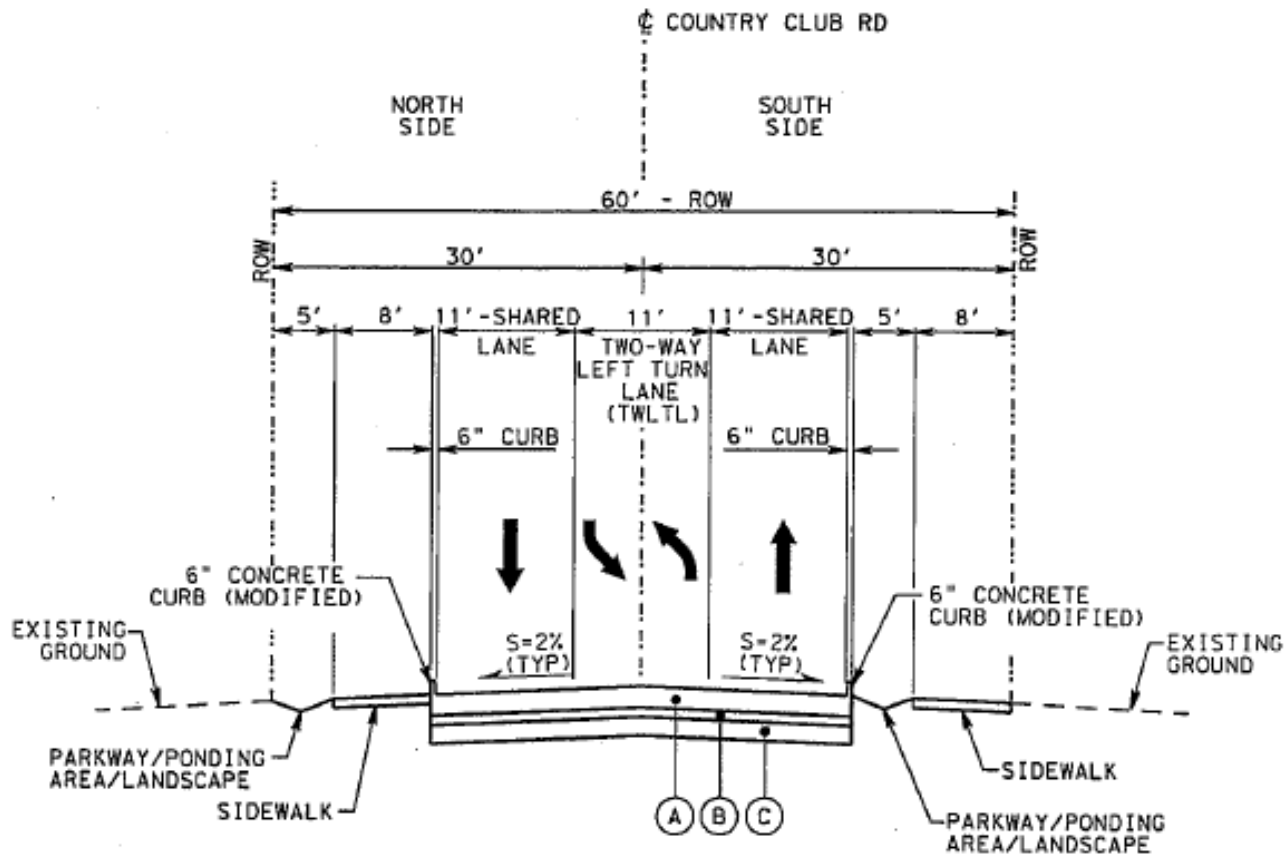


Project Description

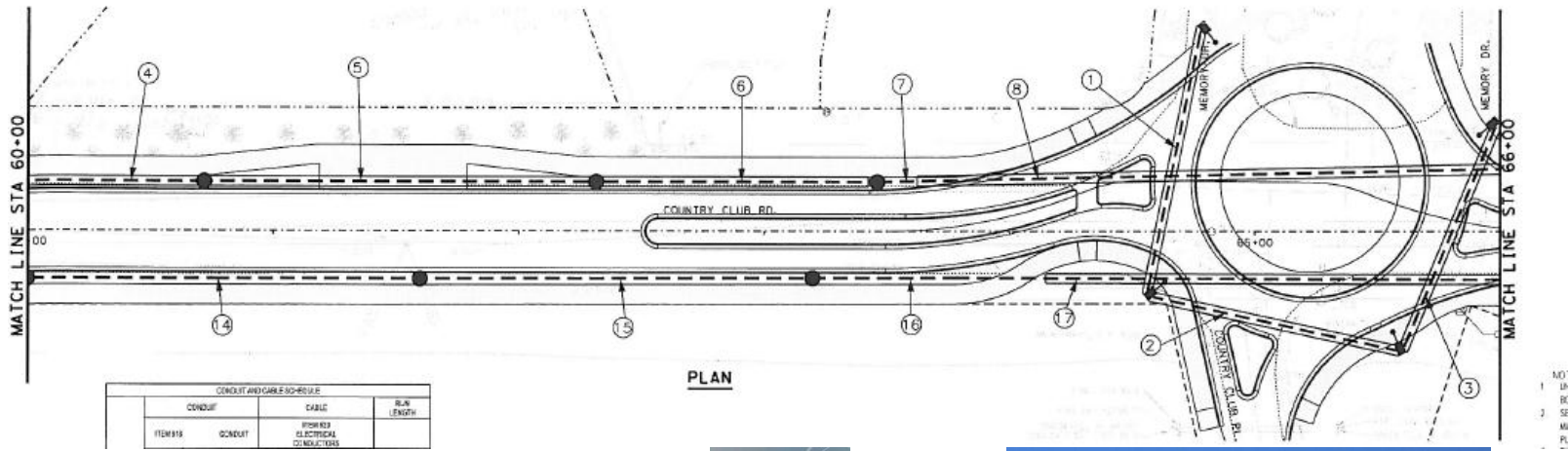
- **Provide 3 lanes with the center lane as continuous left turn lane.**
- **Provide roundabout at Country Club road and Memory lane Intersection.**
- **Provide a right turn lane at Montoya Drive intersection.**
- **Provide intersection improvement at Love Road.**
- **Provide raised curb, 5' landscaped parkway and 8' side walk**
- **Provide pedestrian illumination and safety illumination at intersections.**
- **Replacement of water line and sanitary sewer line from Doniphan road to Montoya Drive.**

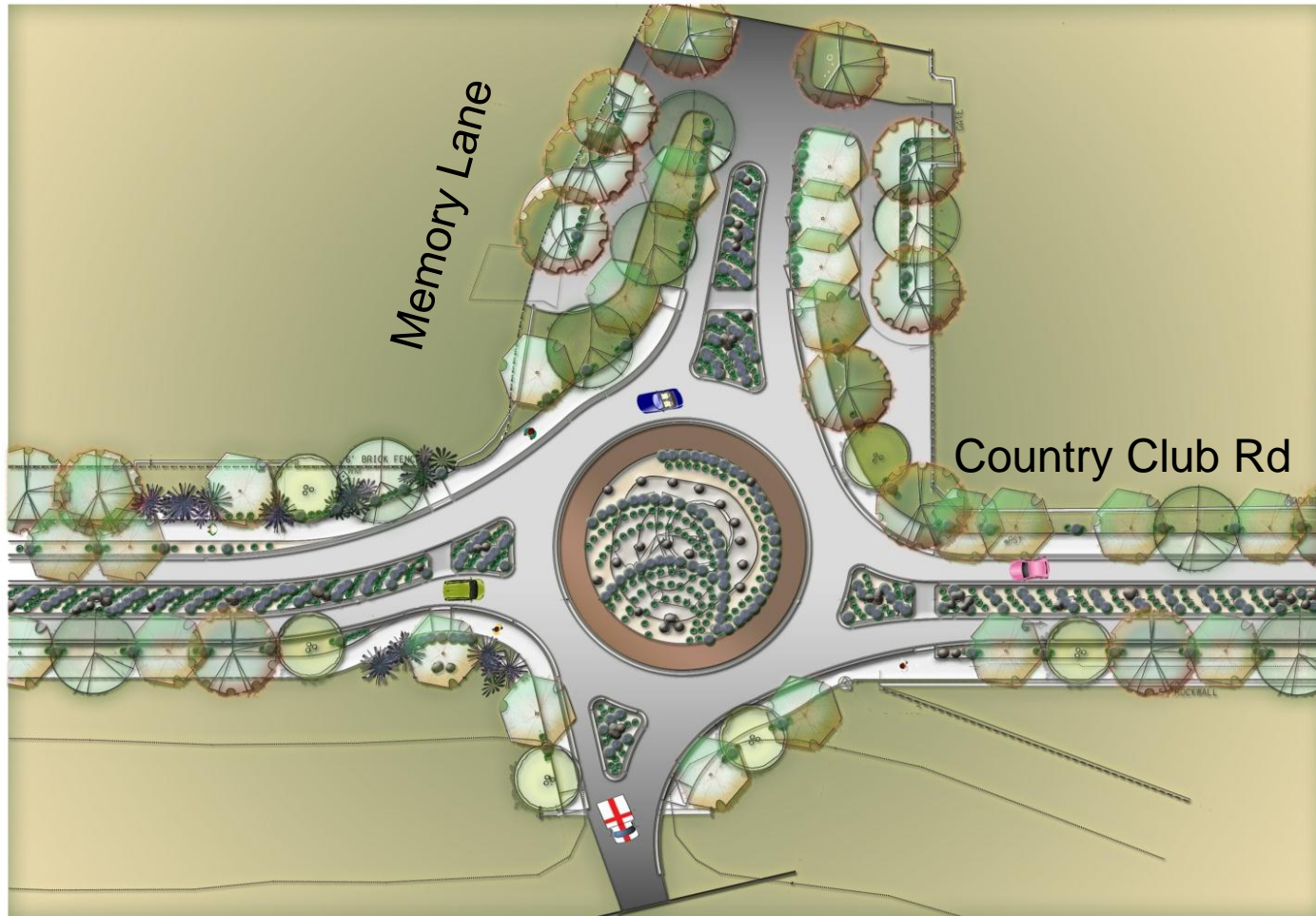


Proposed Typical Street Cross Section



Street Lighting

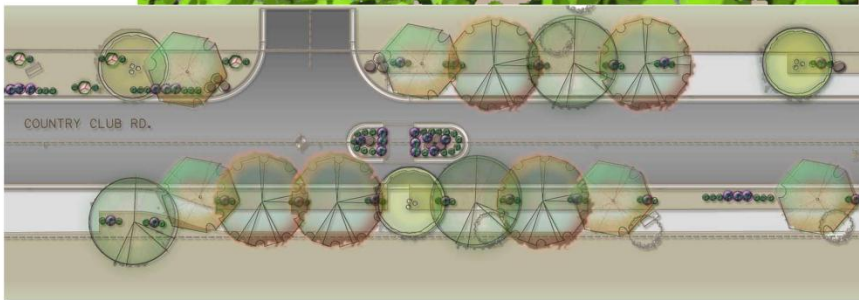




Roundabout at Country Club and Memory Lane



Landscaping Improvement.



*Country Club Road
Street Improvements*

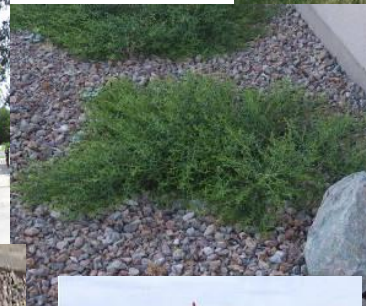


Plant Materials

PLANT SCHEDULE

TREES SHALL BE INSTALLED
AS PER DETAILS ON SHEET LP-501

| SYMBOL | COMMON NAME |
|--------|-----------------------|
| | LACEBARK ELM |
| | TRIUMPH ELM |
| | COTTONWOOD |
| | RAYWOOD ASH |
| | TEXAS MOUNTAIN LAUREL |
| | DWARF COYOTE BUSH |
| | PURPLE FOUNTAIN GRASS |
| | DWARF SALMON OLEANDER |
| | RED YUCCA |
| | PADRE CANYON BOULDERS |





Funding Source

| | | |
|-----------------------|----------|-------------------------|
| 425 Plan | - | \$ 5,200,000.00 |
| Proposition 12 | - | \$ 4,000,000.00 |
| City Match | - | \$ 2,402,140.00 |
| EPWU | - | \$ 3,990,823.00 |
| Total | - | \$ 15,592,963.00 |



Project Schedule

- Project Initiation 2009
- Begin Environmental Study August 2010
- Begin Schematic Design December 2010
- Public Hearing October 8, 2012
- Finalize Design November 2012
- Finalize Environmental Document December 2012
- Letting Schedule May 2013
- **Scheduled Start of Construction August 2013**
- **Scheduled Completion February 2015**



Public Outreach Process

- **3 Public Meetings:** July 9, August 22 & September 19, 2012
- **Public Hearing:** October 8, 2012
- **Tennis West Community Meeting:** March 21, 2012
- **Project information provided online:** Engineering Website, Facebook, and Twitter.

COUNTRY CLUB RD. RECONSTRUCTION

PRESENTATIONS & DOCUMENTS

- Public Hearing Summary Report
- Country Club Rd-Public Hearing Presentation 10-8-12
- Country Club Rd-Public Hearing Notice
- Community Advisory - Public Hearing - Country Club Rd. Reconstruction
- 3rd Public Meeting, Country Club Rd - 09-19-12 - Presentation
- 3rd Community Meeting - Country Club Rd. (English)
- 3rd Community Meeting - Country Club Rd. (Spanish)
- 2nd Community Meeting - Country Club Rd. (English)
- 2nd Community Meeting - Country Club Rd. (Spanish)
- Country Club Road Street Improvements

FOR MORE INFORMATION PLEASE CONTACT THE PROJECT MANAGER:

Geoffrey Espineli
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City of El Paso Engineering and Construction Management
Department
May 23

Construction will begin this summer on Country Club Road. Come learn about the project schedule, detours, and final design.
<http://is.gd/LROhEd>



Like · Comment · Share



EP City Engineering @EPTXEngineering

23 May

COMMUNITY MEETING: Work begins this summer improving Country Club Road. Come learn about detours and alt. routes. is.gd/LROhEd

Expand



Project Phasing and Traffic Control



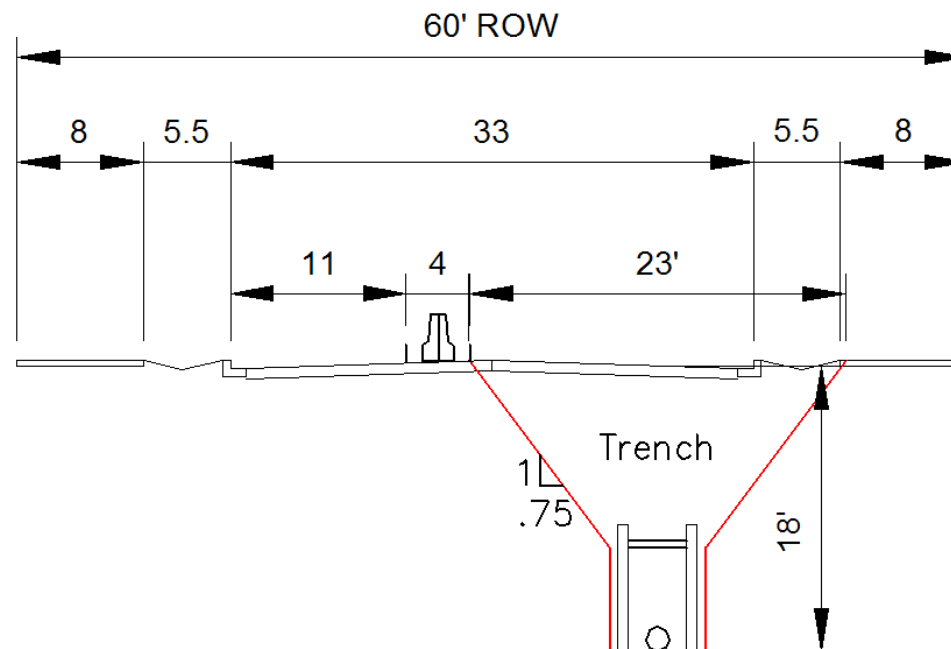
Traffic Control Plan (TCP) Evaluation

- Initial recommendation to proceed with complete closure at the bridge
- Based from comments received during and after public meetings, option allowing westbound traffic to cross the bridge was proposed at the meeting on October 8, 2012.
- Further review from TXDOT, they approved that we complete all south side improvements first, allowing westbound traffic to go through the bridge (est. 11 months)
- Then complete all north side improvements, allowing eastbound through traffic to go through the bridge. (est. 7 months)

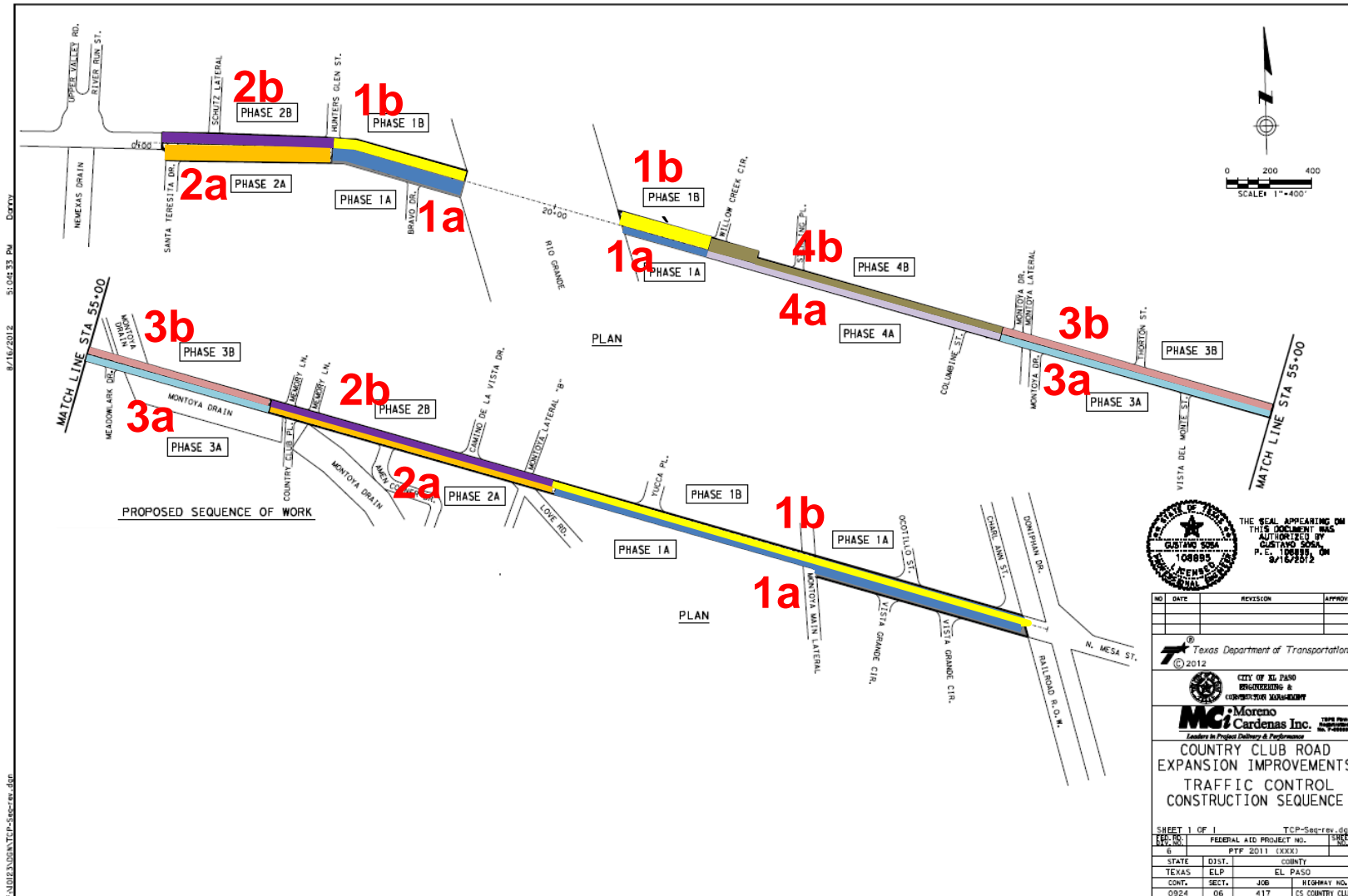


Two way traffic is not feasible.

- Narrow right of way with trees and utilities on the parkway.
- Will need to make a wide trench for safety.
- Unsafe work zone
- Quality of work is impacted
- Will require a much longer time to complete
- Trough traffic will use local neighborhood street and school zone streets not designed to carry the amount of traffic for Country Club.



| | | |
|-----------|------------|-------|
| 8/16/2012 | 5:04:33 PM | Danny |
|-----------|------------|-------|



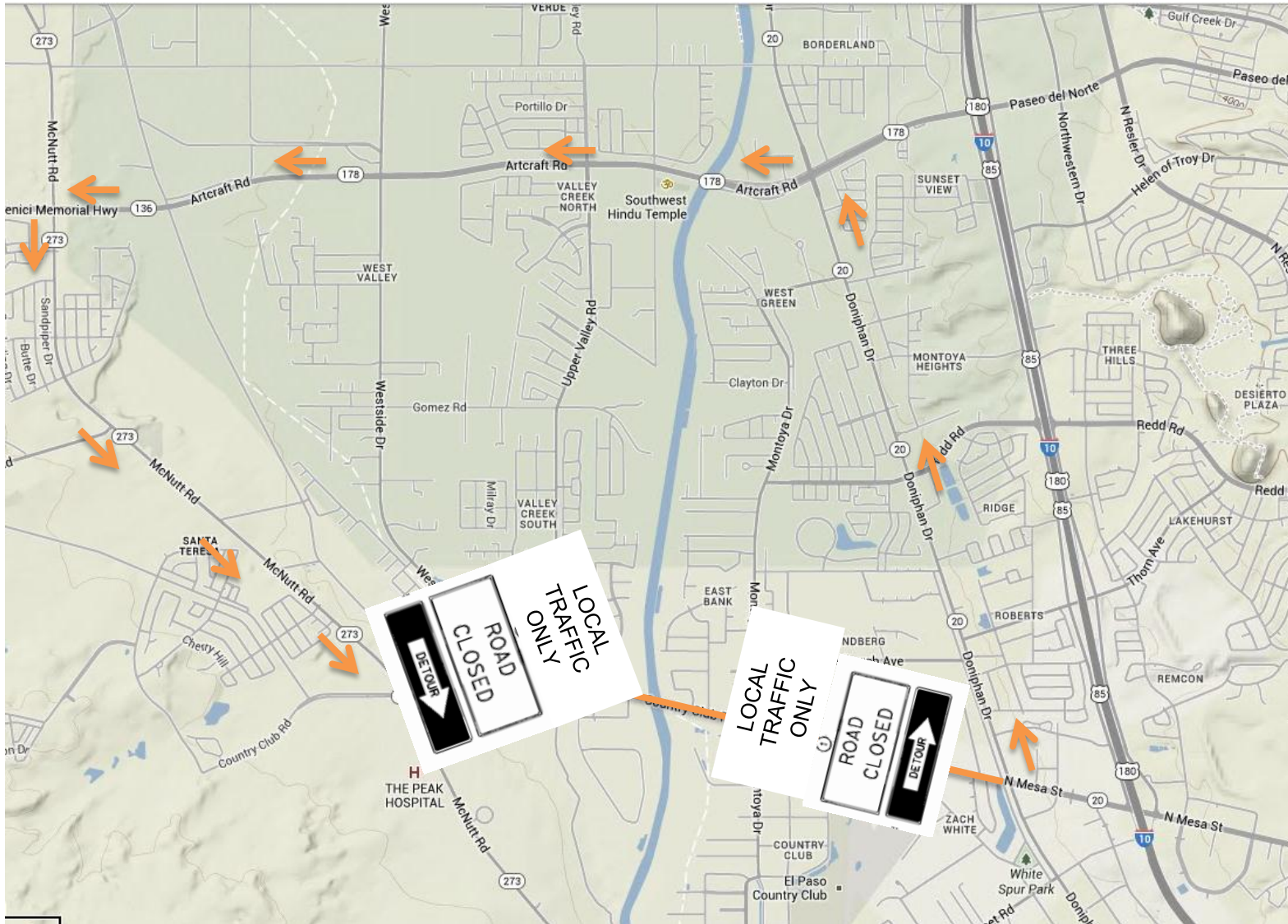


Country Club Road Improvements Construction Phasing – Estimated 18 Months Construction Time

| PHASE | Limits | Estimated Schedule |
|-------|---|-----------------------------|
| 1A | Doniphan to Love Road, Hunters Glen to Willow Creek (Southern Half) | August 2013-November 2013 |
| 2A | Love Rd to Country Club Pl, Hunters Glen to River Run St. (Southern Half) | November 2013-March 2014 |
| 3A | Country Club Pl. to Montoya Dr. (Southern Half) | March 2014-May 2014 |
| 4A | Montoya Dr. to Willow Creek (Southern Half) | May 2014-June 2014 |
| 1B | Doniphan to Love Road, Hunters Glen to Willow Creek (Northern Half) | June 2014-August 2014 |
| 2B | Love Rd to Country Club Pl, Hunters Glen to River Run St. (Northern Half) | August 2014-November 2014 |
| 3B | Country Club Pl. to Montoya Dr. (Northern Half) | November 2014-December 2014 |
| 4B | Montoya Dr. to Willow Creek (Northern Half) | January 2015-February 2015 |

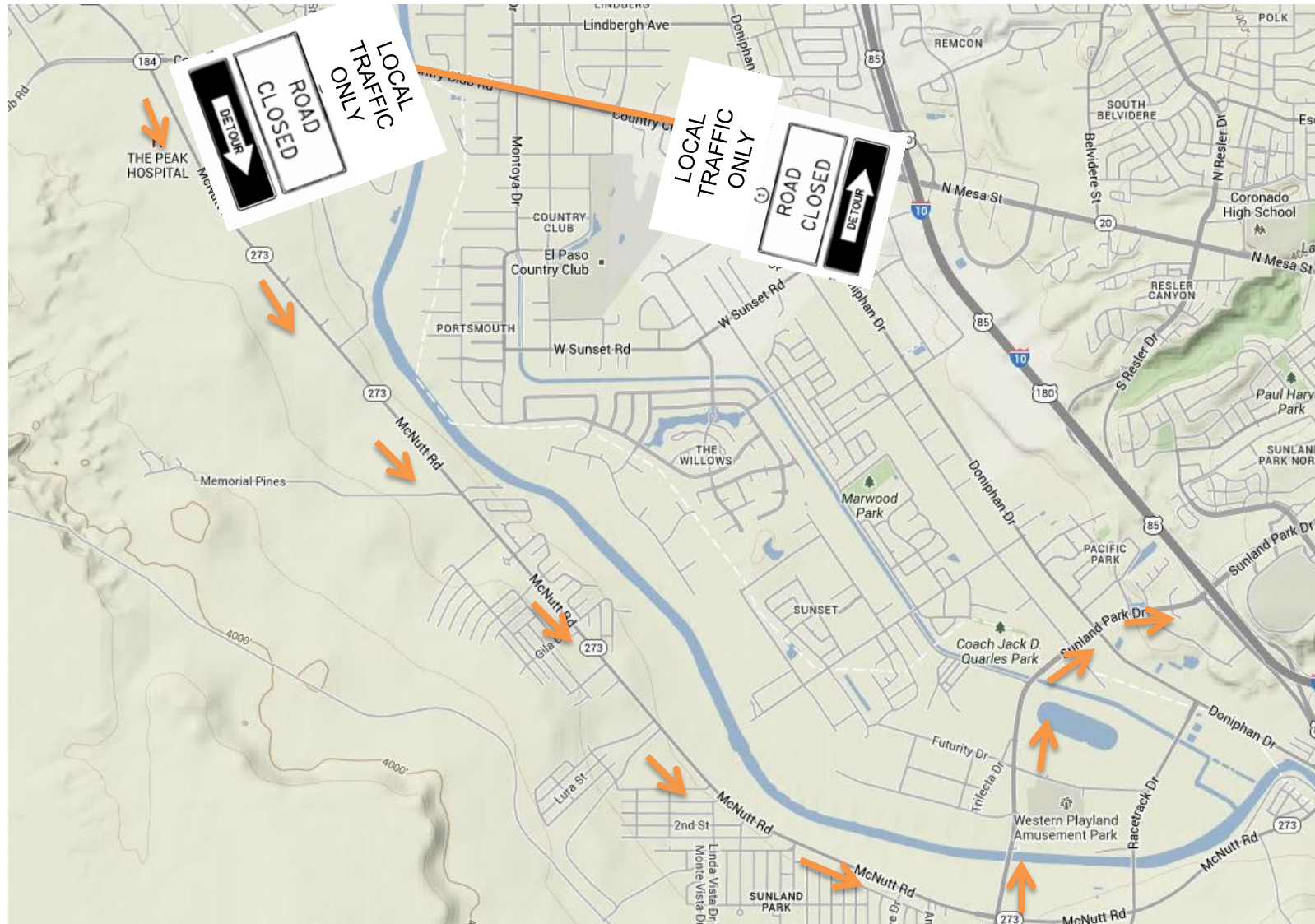


Detour Route for Through Traffic





Detour Route for Through Traffic





Phase 1A Local Traffic Detour

School bus and emergency responders access eastbound through the bridge will be maintained.





Phase 2A Local Traffic Detour

School bus and emergency responders access eastbound through the bridge will be maintained.





Phase 3A Local Traffic Detour

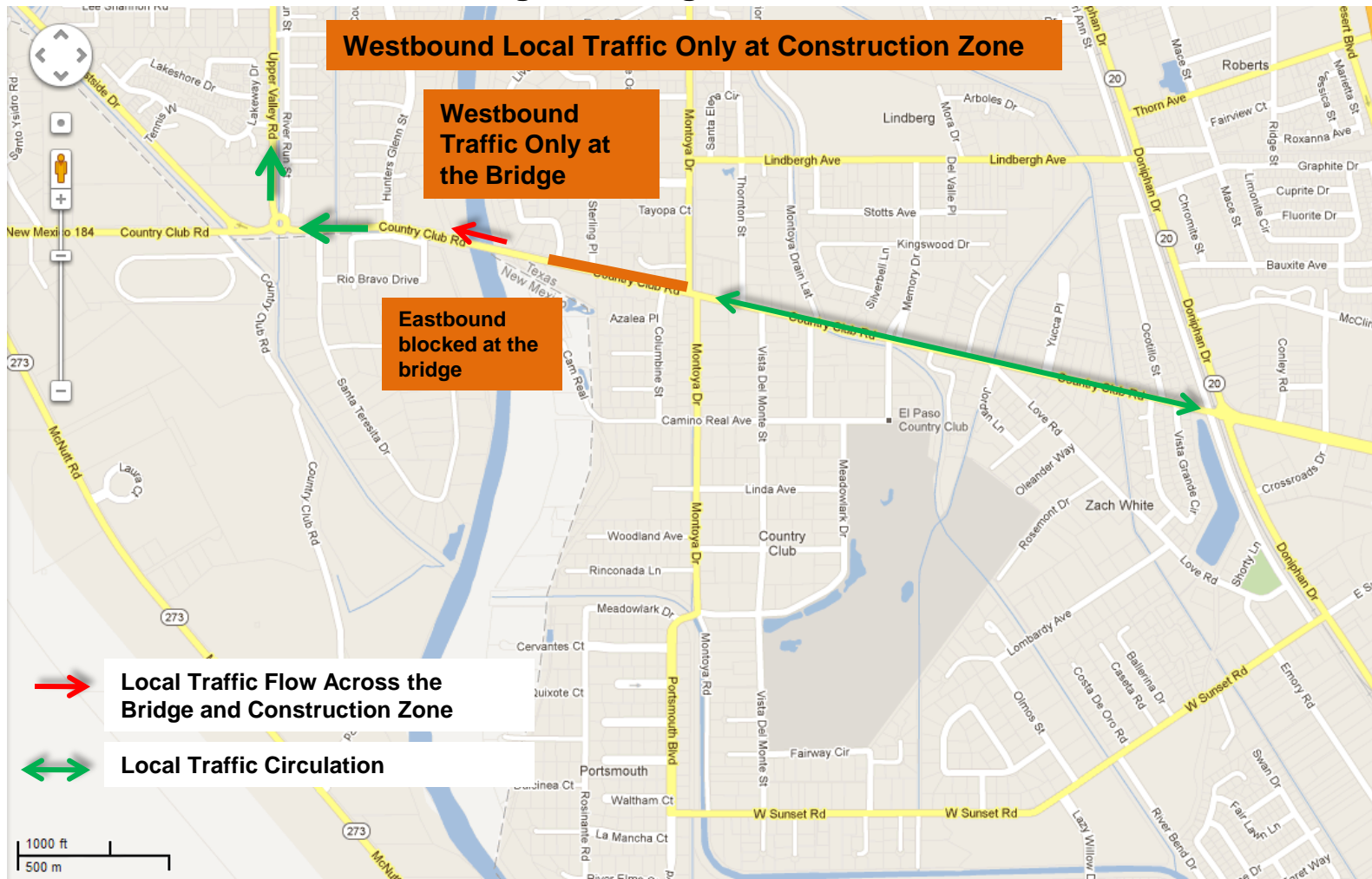
School bus and emergency responders access eastbound through the bridge will be maintained.





Phase 4A Local Traffic Detour

School bus and emergency responders access eastbound through the bridge will be maintained.





Phase 1B Local Traffic Detour

School bus and emergency responders access westbound through the bridge will be maintained.





Phase 2B Local Traffic Detour

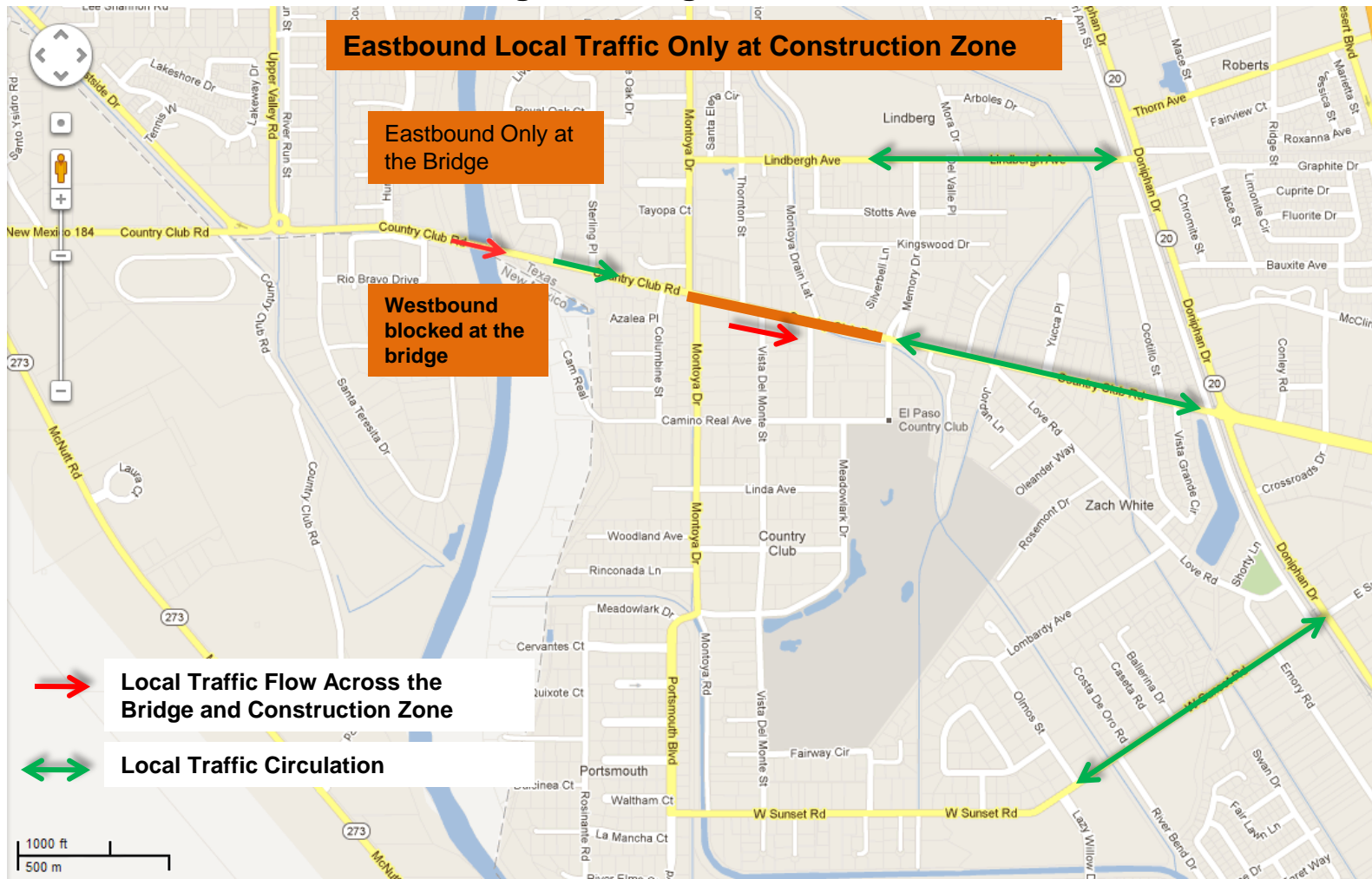
School bus and emergency responders access westbound through the bridge will be maintained.





Phase 3B Local Traffic Detour

School bus and emergency responders access westbound through the bridge will be maintained.





Phase 4B Local Traffic Detour

School bus and emergency responders access westbound through the bridge will be maintained.





Comments Received



Response to Comments Received from multiple outreach meetings:

- How will EMS respond?
 - The project has been coordinated with EMS.
 - EMS will be allowed through the barricaded area via contractor or moveable barricade system.
 - EMS services rep is here for questions.

- How will kids get to school on time?
 - The City coordinated with EPISD for access across the bridge. Contractor will provide flaggers to get the buses across during the morning and afternoon times. School officials will notify you for your transportation needs.
 - EPISD rep is here for questions.



Response to Comments Received from multiple outreach meetings:

- Divert all New Mexico through traffic off of CCR at the traffic circle
 - Official detour route for through traffic is at McNutt then to Artcraft or Sunland. Project will have sign for local traffic only.
- Allow Eastbound traffic in the a.m. and Westbound traffic in the p.m. This probably wouldn't work unless the NM through traffic is diverted.
 - There is the same amount of traffic eastbound and westbound during peak hours. This is an unsafe practice because it can create confusion to drivers. Work hours are 7am to 9pm. TxDOT further directed, through their Safety Review Committee, that traffic should travel on the correct side of the road and traffic flow. Therefore, during the north side improvements, the eastbound traffic will be allowed to go through the bridge.



Response to Comments Received from multiple outreach meetings:

- The section from the traffic circle to Montoya should be completed either at the beginning of the reconstruction or at its end. That way they would have access to Montoya and the roads running parallel to Country Club except the time when their phase was being worked on-not the entire 18+ months.
 - Portion of circle to Montoya can be done at the beginning or at the end but local street connecting to Montoya (Lindbergh, Mullberry, Sunset...) cannot handle traffic volume of Country Club. In addition, it's not safe to route that much traffic on Lindbergh and Mulberry, both of which have school zones.
- Close Road at McNutt.
 - City has no jurisdiction of closing a New Mexico Road. The official detour road is McNutt as reflected in the traffic control plan.



Response to Comments Received from multiple outreach meetings:

- Residents and businesses on the west side of the river will be disconnected from the City for 18 months.
 - There is a proposed detour route always allowing at least one direction of traffic through the bridge (eastbound or westbound).
- Work 24/7
 - Contract has specified that the contractor is required to work from 7am to 9pm, 6 day work week. This maximizes the work hours while still complying with the noise ordinance in place that prohibits night work on residential areas. This allowed us to reduce the construction time from 24 months to 18 months.



Response to Comments Received from multiple outreach meetings:

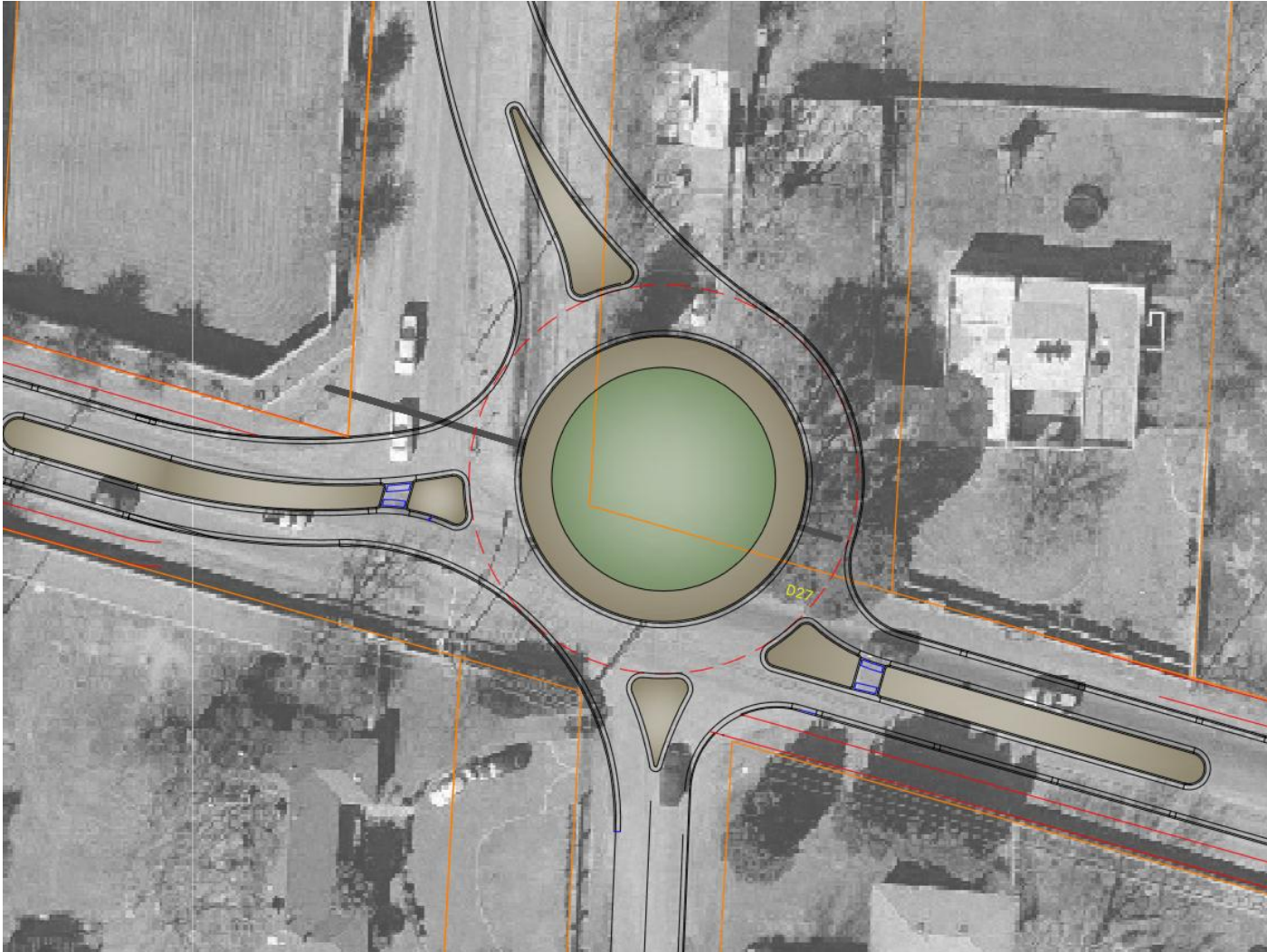
- Incentives for completing project on time.
 - It's not recommended because this project requires a high degree of interagency coordination.
- Impose high Liquidated Damages
 - Liquidated Damages are set at \$2,670.00/day.
- Extra right turn from Artcraft onto South Desert Blvd
 - Temporary will be complete before we start construction, scheduled within the next two weeks.
- Use of off-duty police officers to enforce local traffic only signs
 - We will have off-duty police officers at the start of each phase. Additionally, the command center will monitor through traffic patrols.



Response to Comments Received from multiple outreach meetings:

- Signal modifications at affected intersections to ensure the timing is adjusted to accommodate the traffic patterns resulting from the Traffic Control.
 - Signal timing will be modified to accommodate the detour traffic and new traffic patterns at affected intersections.
- Traffic Roundabout at Montoya Road
 - See next slide

Country Club Rd and Montoya Rd Roundabout





Country Club Rd and Montoya Rd Roundabout

Estimated Cost:

Design: \$35,000

Land Acquisition: \$550,000

Construction: \$400,000

TOTAL FUNDS REQUIRED: \$985,000

City is working to identify the funding for this project:

Once the funds have been identified, we will work to coordinate the construction of this separate project to coincide with the completion of the CCR project.



Questions/Comments

For more information:

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Gilbert Andujo

Division Manager

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Updated Information Online

www.elpasotexas.gov/engineering

Under Key Information Section>Country Club Reconstruction



@EPTXEngineering



Facebook.com/EPTXEngineering



OPTION COMPARISON

| EVALUATION FACTORS | OPTION 1 | OPTION 2 | |
|--|---|--|---|
| | A | A | B |
| Temporary Pavement and/or Pavement Overlay | Required for Roadway Widening, & Temporary Utility /Structure Relocations | May or May Not be Required for Detour Streets | May or May Not be Required for Detour Streets |
| Pavement Quality | Compromised | No Impact | Overall Better Quality |
| Worker & Public Safety | Compromised | Safer Work Zone | Safest Work Zone |
| Storage of Excavated Material (Spoils) | Must be Removed from Site | Material Can be Stored On-Site | Material Can be Stored On-Site |
| Work Space | Limited and Confined | More Room to Work In | No Constraints |
| Construction Timeframe | Longer Construction Timeframe (550 – 600 Calendar Days) | Faster Construction Schedule (450 – 500 Calendar Days) | |
| Intersection /Roundabout Construction | Excluded | Mitigated Impact | Included |
| Water & Sewer Service Connections | Excluded | Night Time Work | Minimize Need for Night Time Work |
| Detours | No Detours Required | Detours Required | Detours Required |
| Mobility (Thru Traffic) | Impaired (Long Queues) | None (Detoured) | None (Detoured) |
| Resident Inconvenience | High | Moderate | Low |
| Circulation (Local Traffic) | Impaired (Long Queues) | Maintained | Affected |



DECISION MATRIX

| COUNTRY CLUB ROAD EXPANSION IMPROVEMENTS | | | | | | |
|---|---------------------|--------|------------------|--------|----------------------|--------|
| EVALUATION FACTORS | OPTION 1 | | OPTION 2 | | | |
| | A | Rating | A | Rating | B | Rating |
| Temporary Pavement | Required | | Maybe Required | | Maybe Required | |
| Pavement Quality | Compromised | | No Impact | | Better Quality | |
| Worker & Public Safety | Compromised | | Safer Work Zone | | Safest Work Zone | |
| Storage of Excavated Material (Spoils) | Removal Required | | Stored On-Site | | Stored On-Site | |
| Work Space | Limited/Confined | | More Room | | Not Limited/Confined | |
| Timeframe | Longer Timeframe | | Faster Timeframe | | | |
| Intersection & Roundabout Construction | Excluded | | Mitigated Impact | | Included | |
| Water & Sewer Service Lateral Connections | Excluded | | Night Time Work | | Minimize Night Work | |
| Detours | No Detours Required | | Detours Required | | Detours Required | |
| Mobility (Thru Traffic) | Impaired | | None | | None | |
| Resident Inconvenience | High | | Moderate | | Low | |
| Circulation (Local Traffic) | Impaired | | Maintained | | Affected | |

Key:

Positive

Neutral

Negative